



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS



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RALEIGH, N. C.

Friday, January 11, 1946

ANNUAL REPORT GIVES REVIEW OF 1945 WORK

The Engineering Department has faced many and various obstacles in maintaining the approximately 60,000 miles of the state and county road system and in constructing a few small access roads to military camps and sources of raw materials.

A voluminous amount of correspondence and red tape has been encountered, with regard to Federal regulations, securing materials, equipment and repair parts. At the same time, it has been confronted with the greatest shortage of manpower that has existed in the nation. All these difficulties have resulted in a reduction of efficiency in using funds available during the year.

During the war, the people of the state were very patient with regard to maintenance work, for they realized the difficulties our organization faced under war conditions. However, the war has been over for several months, and there is a great clamor for more work of all kinds, including better maintenance and improvement of many roads not heretofore hard-surfaced. It would be our greatest pleasure to be able to meet these demands, but it must be realized that very little equipment has been released since the war ended. Tires are as critical as ever, being more acute in some cases, and the manpower situation has improved only slightly in some instances, in others being as serious as when the war ended.

If we had not purchased a large amount of new equipment just prior to the war, we would have been entirely paralyzed at this time so far as maintenance is concerned, even in doing the bare necessities. Practically no equipment, in comparison with the needs, has been purchased since the beginning of the war, and it must be realized that all this equipment is now a year older than it was last year.

In considering the increased cost of equipment, materials, labor, and repair parts, as well as the lost motion in securing these items, even when they are available, it will be found that a dollar in road maintenance today amounts to only about 55¢ to 60¢ of its worth before the war. With the limited equipment

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MISS INA FERRELL BACK ON OLD JOB

Miss Ina Ferrell, secretary to the Commission, was welcomed back to her old job at the beginning of the New Year. Miss Ferrell had been absent over a period of months on account of ill health. Her many friends throughout the state will be glad to learn that she is at her old post once again.

Jackson Is Named Prison Chaplain

The Rev. William H. R. Jackson, an Episcopal minister who was assistant division chaplain of the 30th infantry division until he was returned to inactive duty last September, assumed his duties as chaplain at Central Prison on Thursday, January 3rd.

Prior to being commissioned a captain in the chaplain's corps of the U. S. Army in 1940, Jackson served as rector of Episcopal churches in the East Carolina Diocese for nine years. He was ordained to the priesthood in 1931 by the Rt. Rev. Thomas C. Darst, D. D., of Wilmington, N. C., who was at that time Bishop of the East Carolina Diocese. Jackson's last rectorship was at St. James Episcopal Church in Ayden. Other churches served include St. Barnabas, Snow Hill; St. John's, Winterville; Holy Cross, Aurora; St. John's Bonner-ton.

After receiving his Army commission, he was assigned as chaplain of the 120th infantry regiment of the N. C. National Guard and was stationed with that outfit at Fort Jackson, S. C. In 1942, he was transferred to division headquarters of the 30th infantry division, serving as assistant division chaplain. He was with the 30th in this country and overseas and attained the rank of major.

A native of New York City, he was educated at the college of the City of New York, DuBose Memorial Training School, University of Toronto and the University of the South.

Mrs. Jackson is the former Vertie N. Moore, of Roxboro. Mr. and Mrs. Jackson and their two children have been making their home in Roxboro since his retirement from military service.

UPTON PRESENTED CERTIFICATE AS FIRST McCRARY AWARD WINNER



J. W. UPTON

Seventeen Vets Return To Work

Since a call was made in the first issue of this paper for the names of World War II veterans who were formerly employed by the State Highway and Public Works Commission and who have now returned to work, reports have been received on seventeen veterans.

Those who have returned to work are listed as follows:

Ivan Hardesty, lieutenant colonel with the 84th infantry division. Hardesty, senior right-of-way engineer, spent five years on active duty. He went on leave of absence in 1940 to go on active duty with the Army and returned to his former post with the Commission in 1945.

W. H. (Buck) Webb, Jr., first lieutenant, 389th engineers. He entered service in 1942 and returned to the Commission in 1945, coming back to his former job as senior office engineer in the right-of-way department.

G. A. Andriessen, chief warrant officer in the civil engineer corps of the U. S. Naval Reserve. He spent 44 months in service and has returned to his work as senior highway inspector in the fourth division.

J. H. Burruss, carpenter's mate (See Seventeen Vets, page two)

As first winner of the D. B. McCrary Award, J. W. (Buck) Upton, Fayetteville, division mechanic in the third division, was presented the certificate of award in a ceremony held during the meeting of the State Highway and Public Works Commission here on Wednesday, January 9th.

The presentation was made by D. B. McCrary, Asheboro, in whose honor the award is named. Attending, in addition to the chairman and members of the Commission, were department heads and employes in the state highway building in Raleigh.

Upton was selected winner by members of the award committee, whose choice was made by secret ballot. Committee members are: A. H. Graham, chairman, J. M. Potter, secretary, George B. Patton, W. Vance Baise, Sam N. Smith, Clyde O. Robinson, L. W. Payne, and Mrs. Frances Stephenson.

Upton was nominated for the award on a basis of the work he did in setting up a record keeping and inventory analysis system in the third division mechanic's office. This system has been adopted in all division mechanic offices, as well as in the central inventory control of the state equipment engineer's office. Upton also served as chairman of a committee which devised an equipment preventive maintenance system providing for a regular 90-day inspection of all equipment units, to assure maximum operating efficiency with a minimum loss of time for repairs.

He is a native of Fayetteville and was educated in the schools there. Except for a brief period in 1934, he has been continuously employed by the Highway and Public Works Commission since 1931, serving successively as a junior stock clerk, principal general clerk, division shop foreman and division mechanic in the third division.

He and Mrs. Upton, the former Kathleen Dupree of Fayetteville, and their three children reside in Fayetteville. The children are: Jean, age 13 years; John, age 9; and Sarah Lynn, six years old. The Uptons are Methodists, being members of the Hay Street Methodist Church in Fayetteville.

(See Upton, page three)

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CONGRATULATIONS!

J. W. Upton has earned the hearty congratulations of our entire personnel for the high honor accorded him by the D. B. McCrary Award Committee.

The choice of a first winner of the McCrary Award was not an easy task, so high was the calibre of the several entries and nominations submitted for consideration by the committee members. However, in the selection of J. W. Upton, the committee has recognized an outstanding performance which will undoubtedly bear fruit for many years to come.

In its selection of a first winner, the committee has set a high standard of excellence for the remaining nine annual winners. Upton's record is impressive. By dent of conscientious devotion to duty, loyalty and a keen sense of his responsibilities, he has been advanced through the ranks to his present post of division mechanic.

As winner of the award, he has been rewarded for his work in organizing a record keeping and inventory analysis system whose efficiency was such that it has been adopted in all other divisions and in the central inventory control in the state equipment engineer's office. He also was chairman of the committee devising an equipment preventive maintenance system which provides for regular inspections of all equipment units, to assure maximum operating efficiency with a minimum loss of time for repairs.

Yes, a high standard has been set for future McCrary Award winners. We have complete confidence that members of our organization will measure up to this standard, and that the choice of a winner

each year will be as difficult a decision as the selection of the first man to receive this accolade.

MEMORIALS

When interested groups in local communities contemplate the erection of memorials to the heroes of the war just ended and express a desire to place them adjacent to the road system, personnel of the highway department should lend their cooperation wherever possible.

The present-day trend appears to be away from the traditional memorial of stone on a public square and more toward a "living" symbol, such as a fine grove of trees, a roadside park, or a scenic turnout from which some striking view can be seen.

Roadside memorials can add to the beauty of the highway system and should not be discouraged. If they are erected under the supervision or with the advice of men skilled in roadway planning, they will be definite assets.

The landscape department, under the supervision of F. H. Brant, is now preparing a pamphlet in which suggestions are given for the use of local groups in planning roadside memorials. This booklet is expected to be ready for distribution in the near future. When it is received from the printers, it will be mailed to a large number of organizations throughout the state, the mailing list having been selected on the basis of local groups which were considered most likely to have an interest in projects of this nature.

However, the pamphlet will be available, free of charge, to any individual or group requesting it. Its widespread use will be an effective guide for setting a high standard in the commemoration of those who have given so much to bring peace to our country.

In Sweden, freedom of the press is part of the Constitution.

**HOOKER DIES
TRAGIC DEATH**

A. R. Hooker, 49, an employee of the State Highway and Public Works Commission since 1922, was burned to death in a tragic accident occurring at Elizabeth City just a few days before the Christmas holidays.

Hooker was a senior roadway inspector and was stationed at the "floating road" project on US 158 in Camden county just opposite the Elizabeth City drawbridge.

About 3 o'clock Saturday morning, December 22, his body was found fatally burned by J. D. Bliss, watchman for the Virginia Dare Construction Salvage Corporation. Bliss said that he was awakened around 1:30 o'clock by Hooker's call that the trailer in which he was sleeping was on fire. Bliss, who had sleeping quarters in a small building adjacent to the main office of the company, went to Hooker's rescue and helped him remove the burning mattress. Hooker, he said, then went back into the trailer and apparently wrapped up in the bedclothes and went back to sleep.

Shortly afterwards, Bliss reported that he was awakened again by screams of "I'm on fire" coming from Hooker's trailer. Rushing to the trailer again, he found it full of smoke but was unable to locate Hooker until discovering his fatally burned body on the ground about six feet from the trailer.

It was held possible that Hooker wrapped himself in clothes in which sparks remained, and that the sparks burst into flames after he was asleep. Death was due to suffocation. Elizabeth City firemen, headed by Mayor and Fire Chief Jerome B. Flora, answered a call to the scene about 3:30 o'clock. Flora said they found Hooker's badly burned body lying at the spot it was first discovered. The interior of the trailer was extensively damaged by fire, he said.

Hooker is survived by his wife, one daughter and a son, who is in the armed forces. Funeral rites for him were held in Roper, his home town.

A coroner's jury from Camden county reached a verdict that Hooker died of burns and suffocation in a fire originating in the mattress of his bunk.

SEVENTEEN VETS

(Continued from page one)
first class, U. S. Naval Reserve. He also spent 44 months in service and has returned to his work as senior highway inspector in the fourth division.

G. C. Thomas, staff sergeant, U. S. Army. After spending about 44 months in service, he has returned to his job at the Rutherford county prison camp.

Jesse F. Sain, seaman second class, U. S. Naval Reserve. After serving 13 months, he is back on his job as senior guard at the Rutherford county prison camp. Sain lost 2½ fingers while in New Guinea.

J. C. Rhymer, pvt., U. S. Army. He was in service for about seven months, returning to his job as senior guard at the Rutherford county prison camp.

D. R. Lyda, radioman first class, U. S. Naval Reserve. He was in the Navy for three years and has now returned as superintendent of the Henderson county prison camp.

Carl Sanders, Jr., corporal, U. S. Army. Prior to entering the Army in 1941, he was working with the maintenance department as a road machine operator. He returned in October 1945 to his former position.

J. W. O'Neal, pfc, U. S. Army, 159th infantry. He went to the Army from the position of senior guard at the Edgecombe county prison camp and was in service from March 1942 until December, 1945, returning to his former position on the first day of this year.

F. O. Carver, Jr., chief petty officer, U. S. Naval Reserve. He left his position as director of public relations in March 1942 and was in the Navy from that time until October 1945, returning to his former post on November 1, 1945.

C. C. Edwards, Cpl, U. S. Army. Edwards spent almost three years with the fourth armored division and has returned to work as senior file clerk in the bridge department.

M. S. Howell, first lieutenant, U. S. Army, 372nd engineers. He was in service four years, returning recently as chief of party, bridge location and drainage surveys.

B. S. Jenkins, staff sergeant, U. S. Army, 1308th engineers. After being in the Army 2 years and 11 months, Jenkins is back on the job as senior draftman in the bridge maintenance department.

W. B. Jones, first lieutenant, U. S. Army, 83rd infantry division. He was in the Army 3 years and 5 months and has returned to work as chief of party, bridge location and drainage surveys.

H. C. Townsend, staff sergeant, U. S. Army, 8th artillery division. After 4 years and one month in service, he has returned to work as a chief of party, bridge location and drainage surveys.

D. W. Respass, pvt., U. S. Army, 29th division. He has returned to work in the first district of the second division.

Former Chairman Wins Decoration

According to word received here, Lieut. Col. L. Ben Prince, former chairman of the State Highway and Public Works Commission, was awarded the Bronze Star Medal on November 4th for meritorious service in supervising the reception and bivouacing of troops arriving on the beachhead in the Okinawa campaign.

The presentation was made by Brig. Gen. J. A. Lawson, commanding general of the Okinawa Base Command. General Lawson said that as a result of Colonel Prince's "diligent control there was neither confusion nor congestion on the beaches or assembly areas, despite the difficulties presented."

Colonel Prince is an attorney in civilian life, having been a resident of Hendersonville, N. C. prior to becoming chairman of the State Highway and Public Works Commission in 1941. He resigned the chairmanship in December 1942 to accept a commission in the Army.

Mrs. Prince resides in Hendersonville, and his mother, Mrs. D. M. Prince, lives in Laurinburg. He has two brothers in the service, Colonel W. M. Prince of the Army Air Forces and Lieut. Comdr. C. L. Prince of the Navy.

EDITORIAL OFFICE IN NEW QUARTERS

The editorial office of this paper has moved from its temporary quarters in the commission room to new quarters in room 108 in the annex of the highway building. The new office is located next door to the quarters occupied by T. B. Wilson, right-of-way engineer, and his staff.

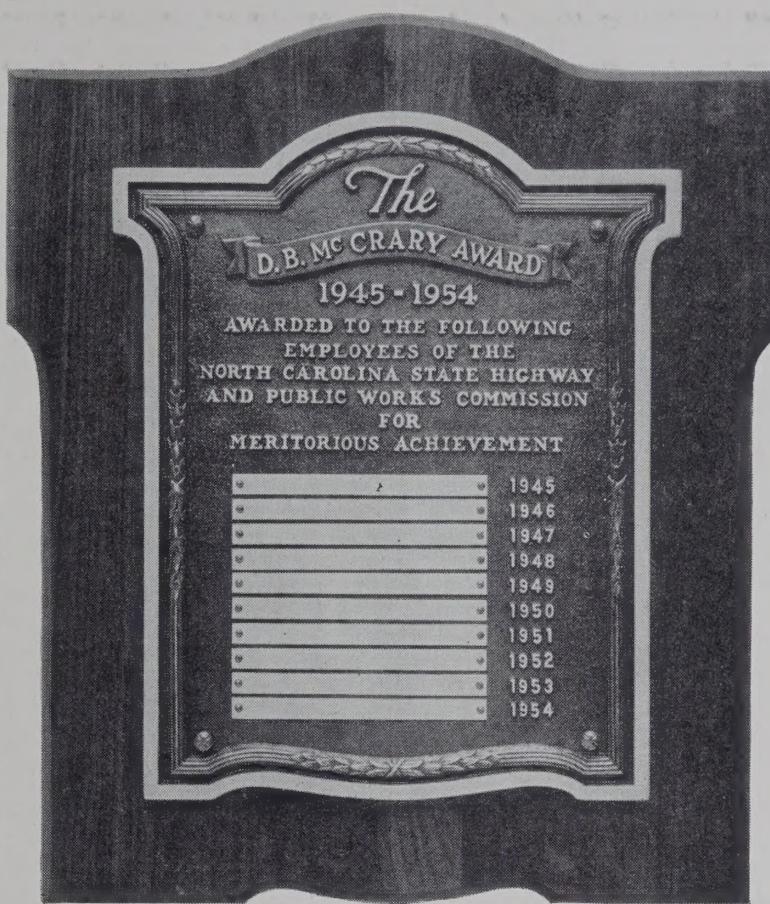
NEW STYLE HEADING BEING USED TODAY

The attention of all readers is called to the new style masthead being used for the first time this issue. This will be the style adopted for all future issues. It will be noted that reproductions of an engineer's transit and the diamond-shaped highway sign are used, on the left and right-hand sides, respectively, of the top of the front page. The thanks of the editor are extended to C. M. (Uncle Bim) Sawyer for making these sketches.

NOTICE!

To assure all employees getting copies of this paper, it is requested that all mailing lists be sent to the editor as soon as possible.

D. B. McCRARY AWARD PLAQUE



This handsome bronze plaque, named in honor of D. B. McCrary, Asheboro hosiery manufacturer and former chairman-member of the State Highway and Public Works Commission, will be awarded annually, 1945-54, to the employee chosen by the Award Committee as having contributed the outstanding service each year. An account of the 1945 winner, J. W. Upton, is carried elsewhere in this issue. As winners are chosen, their names will be inscribed as provided on the plaque shown above. The plaque will be mounted in the commission room. For the past several weeks it has been on display in the lobby of the highway building.

PRISONER ESCAPES DECLINE IN FINAL DECEMBER PERIOD

The number of prisoner escapes showed a sharp decline during the period of December 16-31 as compared with the period of December 1-15, a study of statistics compiled by the prison department revealed today, with 11 escapes for the first period and 6 during the last.

Prison camps in Pitt, Franklin, Johnston and Scotland counties, reporting one escape each during the December 16-31 period, are rated two-star camps. The Cumberland county camp, with two escapes to its debit, is the only one-star camp in the state for this period.

All the camps having ratings of one and two stars for the first December period have had their three-star ratings restored, since

they had no escapes during the second period of the month. These camps are: Northampton, Guilford (505,) Orange, Chatham, Caldwell, Forsyth, Catawba, Buncombe and Central Prison.

The year-end compilation prepared by the prison department and issued as part of its December 31 daily report shows there were 375 escapes and 334 recaptures in 1945. A total of 654 paroles was issued during the year, with 122 revocations, 150 commutations, 181 temporary paroles, 32 deaths, and one pardon.

Although the customary roster of prison camps is not being published today, all camps which are not otherwise listed above retained their three-star ratings for the December 16-31 period.

Our Roll Of Honor

"Our Roll of Honor," designed to carry the names of all former employes of the State Highway and Public Works Commission killed in action during World War II, begins with the name of:

Stein, Carl. First Lieutenant—killed in the heavy fighting at Kasserine Pass during the North African invasion. Lieut. Stein, a native of Massachusetts, graduated from State College in 1936 and was employed by the division of statistics and planning until December, 1940, when he was called to active duty in the Army. He was attached to the famous 9th Division.

(Editor's Note: It is hoped that others of our personnel, if any, who died in action while serving their country, will be reported to this office, in order that a complete "Roll of Honor" can be obtained.)

UPTON

(Continued from page one)

Twelve entries and nominations were submitted for the McCrary Award. In a letter to the contestants, Chairman Graham expressed the appreciation of the award committee for the interest shown and said that several of the suggestions made by the contestants will be adopted.

There are two methods for becoming a contestant: (1) Nominations may be made by any official or employe of the commission by submitting in writing the name and service or achievement record of any eligible nominee; (2) Eligible contestants may qualify by submitting in writing suggestions, ideas, plans or criticisms, the exercise of which would promote the welfare and progress of the commission. Upton was a nominee of S. C. Austin, state equipment engineer.

The name of the 1945 winner—J. W. UPTON—will be inscribed on the nameplate of the bronze plaque, which will be mounted permanently in the commission room.

COMMISSION MEETS ON JANUARY NINTH

The State Highway and Public Works Commission held its first session of 1946 in the commission room of the state highway building here on Wednesday, January 9th. A complete account of the commission meeting will be given in the January 25th issue of this paper.

ANNUAL REPORT

(Continued from page one)

available, it has been necessary to reduce the amount of material replaced on earth-type roads each year since the beginning of the war. Thus, until recently, it has been impossible to replace top soil, sand, clay, gravel and crusher-run stone on earth-type roads as rapidly as it was washed and blown away by weather conditions and increased heavy truck traffic resulting from the war. Replacement of this material has been accelerated recently, however, and many weak sections on county roads have been stabilized by the addition of crusher-run stone, sand, gravel and top soil. For this purpose, recent purchases of crusher-run stone from commercial quarries have amounted to 147,950 tons, and during this calendar year the state-owned quarries have produced 315,000 tons of crusher-run stone. In addition to this, we have secured approximately 1,000,000 tons of sand from the bed of creeks, using them to stabilize earth-type roads, to say nothing of the many thousands of cubic yards of top soil and sand clay which have been used likewise.

In the past, it has been our policy to hold essential maintenance service as near a peak standard as possible, and some maintenance has been given to all the mileage on the system. Under prevailing conditions, it has been necessary, of course, to concentrate somewhat on maintenance of roads carrying the greatest volume of traffic in the various highway divisions, reducing the amount on others in proportion to their importance. Due to labor shortages, it has been necessary to do less work on signs, center-striping, mowing shoulders and general right-of-way clean-up than under normal conditions.

During the past season, in addition to routine maintenance work, we have placed, with our own forces, 1338 miles of drag retreatment, 64 miles of sand and stone retread, 270 miles of sand, or straight seal, 29 miles of new treatment, and 52.3 miles of widening. We have completed by contract: 172 miles of drag retreatment, and 278 miles of plant mix resurfacing. In this connection, it is necessary to retreat a surface-treated road an average of every four years to keep it properly sealed from surface water and to prevent deterioration or breaking up of the base.

We have been able to keep all our paved highways, including surface-treated roads, in a reasonably good state of repair, even though many of them are very rapidly fatiguing

due to age and heavily concentrated traffic, brought about by war conditions. Due to this concentrated heavy traffic some of the older pavements on the trunk line highways have started to fail, and we have had to do more patching on high-type pavements in recent years than at any time in the past. These patches have been placed on a stabilized sub-grade, being either compacted granular material or cement stabilization.

The above retreatment work, including essential patching and crack pouring, has entailed the use of 12,000,000 gallons of bituminous materials and approximately 25,000 tons of asphalt cement, used in putting down plant mix resurfacing. This asphalt cement was mixed with approximately 325,000 tons of stone and sand.

BRIDGES

Problems involved in maintaining more than 18,000 bridges on the road system have been very similar to those of maintaining the roads, except that they have been more acute in that steel and lumber have been two of the most critical materials during the war, with shortages in neither material easing up very much. The large stockpile of lumber built up before the beginning of the war has been the only saving feature enabling us to keep the vast number of wooden bridges on the county road system in satisfactory condition for traveling. When the war began, we had, at various stock piles, millions of feet of lumber for bridge repair purposes. This stock, however, has been gradually reduced until there is very little that can now be used for necessary repairs. It will be interesting to know that more than 200 bridges on the county system were destroyed during the September floods. All of these, with the exception of a few large steel bridges, have been put back with our own forces and equipment.

During this period, we were able to purchase only a small percentage of the timber needed, the remainder being secured from our inventory stock.

Since the war began, the price of lumber has increased about 100 percent, it being extremely difficult to secure any at any price. During 1940-41, 16,677,000 board feet of bridge lumber were used, but now we can purchase an average of only 300,000 board feet a month, or 3,600,000 board feet per year. As a result of this condition, together with a depleted inventory, many wooden bridges are getting in very bad condition.

EQUIPMENT

On the equipment side, it has been possible to purchase only a small amount of new equipment

since the war began. A recently-prepared estimate shows that \$5,200,000 worth of new equipment will be needed to get back to a normal basis of maintaining the road system.

Since war's beginning, more than 800 dump trucks in a total of 2200 have been junked. It has been necessary to extend the life of existing units of all types of equipment until such time as replacements are available. The result is that many units are now being operated far beyond their economical life, it being necessary in many cases to repair when it would be more economical to junk and purchase new equipment. Repair parts have been most critical, being obtained only after long delays. A considerable amount of lost motion during periods when equipment could not be operated has resulted. By using parts salvaged from junked equipment and making new parts in our own shops, we have been able to keep most of our equipment operating, at decreased speeds, reduced loads and greater loss of operating time. A large turnover in personnel, need of increased repairs, with less experienced mechanics, has made the problem of keeping the equipment in proper operating condition a most serious one.

Outstanding purchase orders for new equipment amount to \$1,656,000 at this time, but many companies furnishing this equipment are not promising delivery before five to eight months. Every effort has been made to secure satisfactory equipment for road maintenance from the Government, with some success in securing small amounts, but nothing in proportion to the needs. It is hoped, however, that this bottleneck will be cleared up within a few months, so that a much greater amount of this surplus equipment can be secured.

Very little construction work was let to contract until after the war ended this year and WPB restrictions were lifted. Work let to contract prior to the end of the war involved access roads to military camps and sources of raw materials.

Since restrictions were lifted, there have been two highway lettings, with contracts involving \$4,025,687.68 awarded. These cover various types of roads, on both the primary and secondary systems, and include grading, structures, base courses, bituminous surfacing, sand asphalt and concrete pavements.

FLOATING ROAD

One of the most unusual projects under construction this year is on US 158 east of Elizabeth City. Familiarly known as the "Floating Road," this project covers a distance of about 2.38 miles from the

Pasquotank river east through the swamp area.

Originally constructed as a road by a private firm, this was taken over by this committee in 1921, and an experimental road was constructed soon thereafter. Reinforced concrete was used, being laid across the swamp on a uniform grade and on a mat of timber logs, cushioned with earth base. Due, however, to continuous settling of the pavement, this experiment failed to prove very satisfactory, and in 1926 it had settled to such an extent that further steps to raise the road to a level suitable for traffic became necessary. At that time, construction of a creosoted timber causeway was begun. This causeway was built above the pavement by driving piles on each side of the 17-foot pavement and erecting the causeway with these piles as a foundation.

The causeway continued to serve usefully until 1944, when it became necessary to replace it. After thorough investigation of conditions across the swamp, it was decided the most practical, economical and permanent construction which could be used would be to excavate the muck and place a hydraulic fill, so the roadway would remain there permanently. The root mat was excavated to a depth of 6 to 7 feet with drag lines, and the remainder of the muck was removed by hydraulic dredges. Total depth of the muck varied from 10 to 45 feet across the swamp, and about 650,000 cubic yards were removed in all. Hydraulic fill pumped in ran to about 950,000 cubic yards. This work has now been completed by the contractor, and the highway department is stabilizing the sand fill by placing six inches of sand clay over it for the width of the new pavement. As soon as this is completed, it is planned to place a 22-foot sand asphalt pavement over it. With the normal amount of maintenance, this will undoubtedly prove entirely satisfactory in taking care of traffic over this short section of highway which has caused so much difficulty in the past.

Although there have been many obstacles to overcome in doing a satisfactory job of maintaining the road system during the past year, it is felt that the job has been done well, when the problems are considered. With improved conditions, from the standpoints of labor, equipment, and materials, we are looking forward to the opportunity of doing a much better job of maintaining the road system in the years ahead, and in the improvement and paving of a larger mileage, thus giving a much superior service to the people of the state.